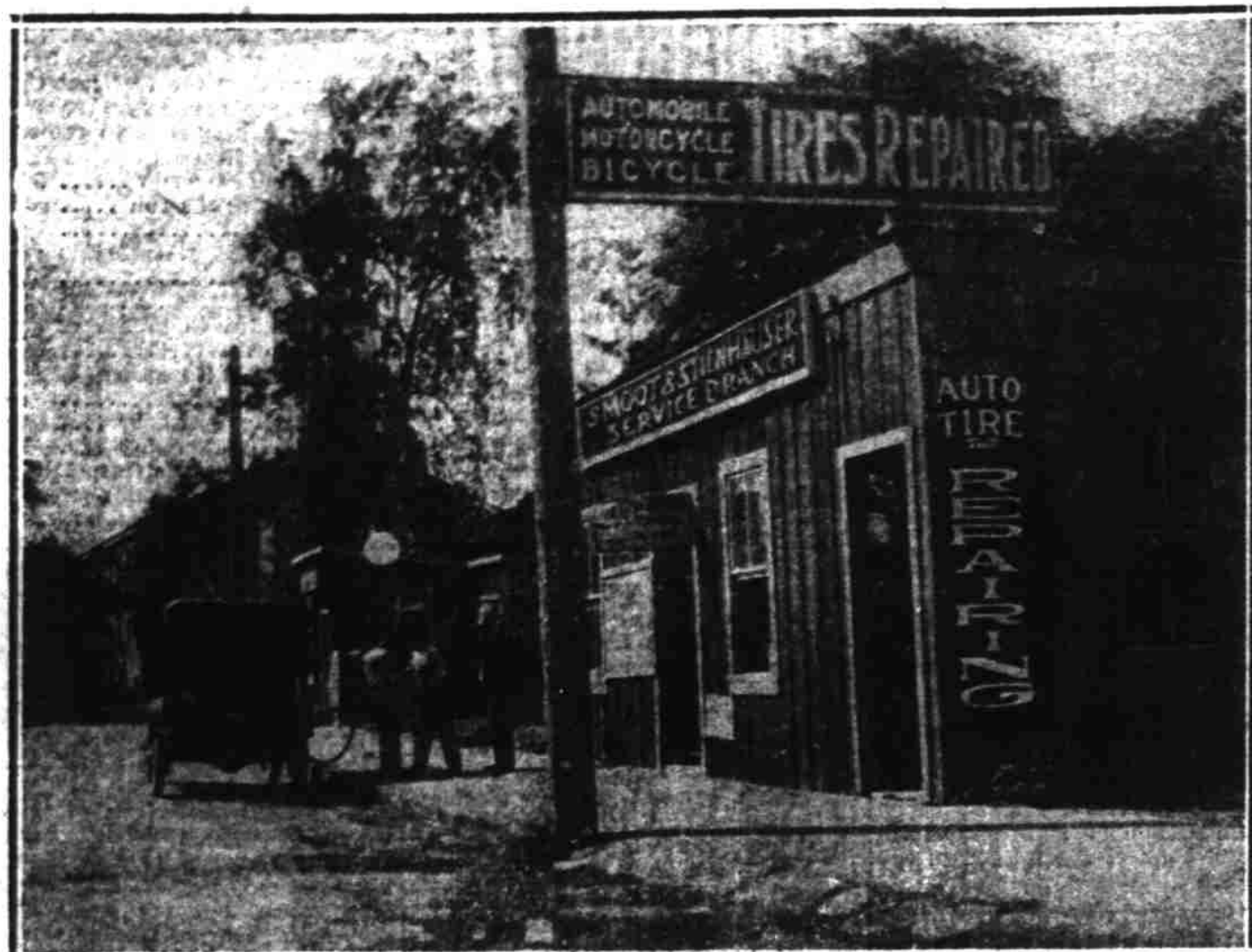


Smoot & Steinhauser's Service Station



This new service station is in one of the most convenient locations for Honolulu motorists. It is opposite the Public Library of King street. It is the largest gasoline station in the islands.

TRUCK MAKER AGAINST LIMITING LEGITIMATE USE OF AUTOMOBILE

Cooperation of All Classes of Vehicles is Absolutely Essential

"The greatest need of the country today is increased transportation of that there is no doubt. This urgent need cannot be met by the curtailment of the legitimate use of automobile and motor trucks," says M. L. Fulcher, vice-president and general manager of the Federal Motor Truck Co.

The engagement of America in the war must eventually result in the careful coordination and cooperation between all classes of transportation—this should come just as soon as possible, too.

But this does not mean, I am sure, that rigid rules as to operation of trucks and automobiles should be put in force unless necessary.

Manufacturers with a full sense of patriotic duty are the last to want the country's chances of winning the war jeopardized, and they have been the first to suggest and to put into operation a conservation of materials and fuel when they found that this was essential to the end sought.

No one can consider it extravagance or selfishness, however, on the part of individuals or firms to purchase and operate for their own use automobiles and trucks. It is well to take a sane and conservative view of things and, by doing everything to help yourself, be happy and prosperous, if those pursuits do not impair your country's chances of success, you are rendering a patriotic service.

There is every indication that business will continue to be good, for the duration of the war, and afterward. When we spend \$500,000,000 per month for necessities and luxuries under ordinary conditions—and that increased to a billion a month with war materials added—all spent within our country, it means that our farms, our mines, our factories, our commercial establishments will all have to work to full capacity.

This activity all along the line will, I know, be aided by automobile and truck transportation. The use of automobiles by business men—salesmen, engineers—helps to speed up the work. The use of trucks by business firms gets the materials on the spot, and hastens delivery of finished products.

The shortage of freight cars and

the congestion of tracks would have been more nearly a calamity than it has been the past year if there had been no trucks to facilitate deliveries.

The efficiency of the truck in both business and war is unquestioned. It is the one big means for the relief of congested shipping. It is doubly valuable to the nation as a means of defense in hauling edibles and munitions for the army. Recent developments have proven the truck the most mobile of all transportation facilities. This is shown by the large number of firms which have established, because of the inadequacy of other means, intertown communication by truck, often making shipments of from 100 to 500 miles by them.

Another big saving accomplished by trucks is the number of horses that each one releases for the cultivation of crops. As a firm installs a truck in its delivery service several horses, varying in number according to the job, are placed on the market and these are available for farm work.

Thus the motor-driven vehicle has come to mean much to all of us either directly or indirectly. The whole nation acknowledges its usefulness. It is a fact, too, that the majority of autos and trucks are employed usefully. Let us all resolve to use our influence to make them more efficient in the conducting of business and national pursuits. In that way we can help our country to win the war and establish our own and the world's happiness.

DON'T THROW AWAY YOUR INJURED TUBE, SAYS EXPERT

"The practice of throwing away a tube which has been punctured or blown out is dead wrong," states Arthur Wayne, "This old-fashioned idea still prevails among some motorists, but it is only because they fail to understand the advancement which has been made in the science of repairing tubes.

"A good repair man of today can make good as new an injured tube. Improved repair equipment and greater skill on the part of the average repair man account for this improved grade of workmanship. Motorists will do well to send their tubes for repairs just as long as a reliable repairman will accept them."

STAR-BULLETIN GIVES YOU
TODAY'S NEWS TODAY

LEWIS PARTY ARRIVES SAFELY AT LAKE TAHOE

(Continued from page one)

The temperature was 100 in the shade and they told us that a few days before it was 104. After leaving the ranch we were traveling along about 25 miles an hour when we saw a machine coming toward us and when we got closer we saw a pennant in front of the machine reading "Hilo, Hawaii," so we kept in the middle of the road and hailed them, feeling sure that there could be no one from Hilo that we did not know, and it proved to be Mr. E. N. Holmes and family from Hilo. He gave us his experience on his travels, and Mr. Lewis told him of our troubles, and we passed along, to meet again four weeks later crossing the ferry from Oakland to San Francisco.

We came to the improved California state highway about 3:45 p. m., and had a good earth road into Redding, arriving there about 6 p. m., and we found it very warm. It had been so for the past two days and was around 100 degrees when we arrived, but had been 117 during the day.

I forgot to mention that we saw the nature man in Portland who was in Honolulu some two years ago, looking just about as he did while down there, whiskers, bare feet and all.

Left Redding about 11:30 a. m., passing through some very level farming lands, and some of the fruit trees were drying up, especially the almonds and by or near the little town of Orland we saw our first and only alfalfa meal factory.

The state has built some immense concrete bridges along the old state road but abandoned them when they relocated and built the new highway.

At Willows we saw our first Diamond Match Manufacturing Co. And right through this same Glenn company we saw large acreage of water-grown rice, large barley fields, and there was also a cattle loading center. We passed by little towns with names like our local people in Honolulu, Macy, Hershey, Davis, Winter, etc., and the warehouses by the stations were filled with grains to overflowing as there were piles of grain outside the warehouses.

We passed several rabbits and hares that had been killed by autos. They are in the road when the auto comes along in the night with their lights turned on and Mr. Rabbit gets where the light is the brightest and stays right there until overtaken by the machine. In the same county we saw some large pig ranches with alfalfa as the main food.

Just before reaching Woodland in the Sacramento valley, we came to our first large grape orchard, simply loaded with unripe fruit. Before reaching Sacramento we came to the Causeway bridge, some five miles in length, about two miles of filled ground and two miles of concrete bridge with two-inch pipe on the side. The bridge is not very high, just high enough to be clear of the water in winter time. We arrived at the Sand hotel, Sacramento, about 7:30 p. m., after a very hot journey.

The next day in riding about the city we saw Mrs. Robert Estes and Emma Rose, and she got in the machine and we had a nice little visit with her. Mrs. Estes was leaving two days later for New York to visit her sister, Anna.

This same evening, Tuesday, July 17, while we were having dinner, our attention was attracted to the door of the dining room and there stood our big Chief McDuffie, who was supposed to be on his vacation but had word from Honolulu that some one was wanted and could be located at New Castle, some 30 or 40 miles out of Sacramento, so the next morning with an officer of the police department we started in Mr. Lewis' machine for New Castle, but the man was not there, and as far as the detective could learn had not been there for months.

We traveled over the Lincoln highway on this trip and passed over several miles of concrete road, and then we would come to three or four miles of very poor road and then more miles of concrete, so we asked the officer that was with us the why. He said that the people in authority left these bad stretches so that

it would be easier to float a bond issue, that if they had one continuous concrete road it would be harder to get the people to come through than if they left bad stretches, this is an idea that the board of supervisors in Honolulu might take up when the people get ready for a bond issue and have good roads.

We left Hotel Sand for Lake Tahoe Thursday, July 19, over the Lincoln highway, and along miles of orchards with its ripe fruit. The farmers have no consideration for the traveler or stranger as they have barbed wire all along the road, and very difficult to get through to the fruit. It seems a pity that they are not more considerate of the stranger.

We passed by the old Hydraulic mining district that was so famous years ago, but there was so much sediment washed into the Sacramento river that the people complained, and a law was enacted some few years ago forbidding the miners from using water, so the place was given up, the place is known as Dutch Flat and it has an elevation of 3300 feet.

In traveling on we passed along, through and under 36 miles of snowsheds covering the railroad track. Just imagine if you can the Oahu railroad track being covered from Honolulu to Wahiawa and you can have some idea of what these sheds are. At one of the crossings of the road through the sheds we were stopped by a little 14-year-old girl offering pie, ice cream and lemonade and as we had been traveling some hours we were glad of the opportunity to freshen up. The young lady said she had taken in so far during the month \$145 to help her through school and to take her through her musical education. There was an ukulele by her chair and we asked her if she could play. She said "sure, and the banjo, too," and added that she and her father played for dances around the county every Saturday evening.

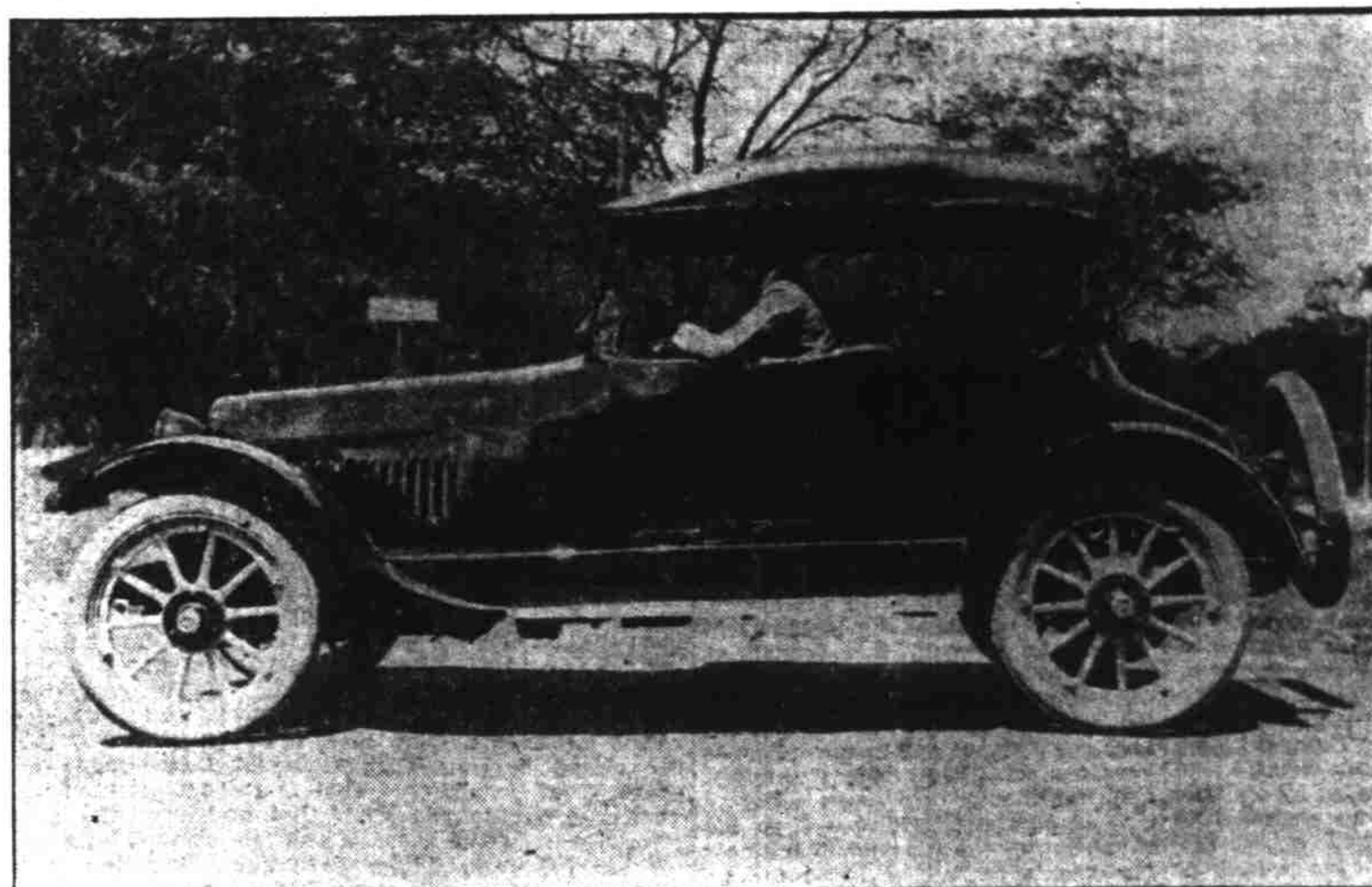
Passed by the Donner lake where the Donner party became snow-bound and some of the party died from starvation way back in the early days, and the story is locally that the party turned cannibals and ate one of the women of the party.

Arrived at the Grove hotel, Lake Tahoe, about 6:35 p. m.

MOTORCYCLES HELP GUARD PRESIDENT

To strengthen the guard about President Wilson two secret service officers, riding motorcycles, have been designated to attend the president on his auto runs about Washington. During the Taft administration it was the custom of motorcycle men to accompany the president on his excursions about the city.

CHANDLER SIX



CHANDLER RECORDS ARE OWNERS' RECORDS

Not to our knowledge has a professional motor car driver ever made a record with a Chandler Six.

The Chandler Company has never built a racing car. Chandler owners do not want racing cars.

The 55 to 60 miles per hour speed that every Chandler car will do is speed much greater than you would ever ask for.

The Chandler Company has never built a special mountain-climbing car with short wheel base and low gear ratio.

The ease with which every Chandler climbs steep grades on high gear is satisfying to the Chandler owner.

The Chandler Company has never supplied any Chandler dealer anywhere with a special gear ratio for demonstrating purposes.

What any Chandler Six does your Chandler Six will do.

The manufacturer of one six can make just as big claims as the manufacturer of another six. But the Chandler is a Fact-car, not a Claim-car. And these are facts, not claims.

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KING MOTOR CAR COMPANY

Export Department
50 Union Square New York, U. S. A.

but President Wilson decided that this was not necessary in his regime. The present war crisis is responsible for the reinstatement of the two motorcycle guards. It being realized that the mobility of the two wheeler made guards mounted on them doubly effective.

Onyx—My wife burst into a flood of

tears the other night. Gronx—Did she cause any trouble? Onyx—I should say so. Sweet was \$48 for a new hat in the first fortnight. The Chaparral.